

# **Road Management Plan (RMP)**

**July 2025**

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## Introduction

The Buloke Shire Council Road Management Plan (RMP) has been developed to demonstrate Council's commitment to providing a safe, efficient, and well-maintained road network for its community. The Plan supports the Buloke Shire Council Plan 2021–2025 and the Long-Term Community Vision, aligning with Council's objective to deliver accessible and quality infrastructure that supports liveability, safety, and economic development.

This Plan outlines Council's responsibilities as a road authority under the Road Management Act 2004 and provides a structured and transparent approach to the maintenance, inspection, and repair of municipal roads and associated infrastructure. It sets out defined levels of service and intervention standards to manage risk, optimise available resources, and meet community expectations.

By establishing clear maintenance responsibilities, performance standards, and inspection frequencies, the RMP ensures that Council delivers an accountable, responsive, and sustainable road network management framework.

## Legislation

The RMP aligns with relevant legislation and regulations, including:

- Road Management Act 2004
- Road Management (General) Regulations 2016
- Road Management (Works and Infrastructure) Regulations 2015
- Local Government Act 2020
- Road Safety Act 1986
- Wrongs Act 1958

## Road Management Act

The Road Management Act 2004 (Victoria) provides the legislative foundation for the coordinated and efficient management of public roads across the state. It clearly defines the roles and responsibilities of road authorities, including local councils, VicRoads, and utility providers, ensuring that road infrastructure is maintained in a safe and sustainable manner.

The Act aims to promote a proactive and transparent approach to road management by enabling road authorities to establish reasonable standards for road inspection, maintenance, and repair. It encourages accountability and consistency in service delivery while allowing for the development of RMP to guide operational practices.

By setting out legal protections and performance-based obligations, the Road Management Act ensures that road users and the community can expect a clear standard of service, while also supporting councils in managing risks and meeting their duty of care.

## Road Authority

Under Sections 36 and 37 of the Road Management Act 2004 (Victoria), a Road Authority is the entity responsible for the management of a road or class of roads. This includes responsibilities such as inspecting, maintaining, and repairing road infrastructure.

Section 36 identifies the coordinating road authority. According to subsection (c), if the road is a municipal road, the coordinating road authority is the municipal council of the municipal district in which the road or part of the road is located.

However, different authorities may be responsible for various components within a road reserve. Section 37 of the Act outlines which authority is responsible in particular circumstances.

Depending on the classification of the road, the responsible road authority may be:

- A municipal council for local roads,
- VicRoads (now the Department of Transport and Planning) for arterial roads, or
- Another agency or authority prescribed under the Act or associated Regulations.

Road Authorities are also responsible for setting and implementing road management policies, standards, and service levels, and have statutory obligations relating to duty of care and the provision of a safe and functional road network.

## Public Road

For the purposes of this RMP, a public road is defined in accordance with Section 17 of the Road Management Act 2004 (Vic) as:

*“A municipal road which the Buloke Shire Council, as the Coordinating Road Authority, has determined is reasonably required for general public use and is recorded on Council’s Register of Public Roads.”*

Only roads listed on the Register of Public Roads maintained by Buloke Shire Council are considered public roads for the purposes of this Plan and are subject to the inspection, maintenance, and intervention standards described herein.

This definition does not apply to private roads, unused government roads, unregistered Crown roads, or any other roads not formally included in the Register.

## Scope of RMP

This Plan applies to all roads and pathways for which Council is the Coordinating Road Authority, in accordance with Sections 36 and 37 of the Road Management Act. These roads are identified in Council's Register of Public Roads (the Register).

The Register lists the roads under Council's responsibility and includes, where applicable, the following assets:

- Road pavement and surface
- On-street car parking
- Traffic control devices and signage
- Footpaths and shared paths
- Bridges (limited to road pavement, surface, and footpath components; other structural elements are managed under the Bridge Asset Management Plan)

Council has determined that the roads and footpaths listed in the Register are those reasonably required for public use. The Register is formally adopted by Council and updated as necessary. It is available for public inspection at Council's Wycheproof District Office and on Council website.

## Exclusions from RMP

This RMP does not apply to the following infrastructure elements:

**Private Driveways and Pathways:** Any driveway or pathway that provides access from private property to a public road is excluded from this Plan.

**Off-Road Paths:** Walking tracks, trails, and paths not located on public roads and not listed in Council's Road Register are excluded from this Plan. These off-road paths are typically situated within recreation reserves, parklands, or other Council-managed properties. While excluded from the Plan, these assets are inspected and maintained by Council in a manner similar to Minor Roads, as outlined in the Appendices of this Plan.

**Underground Drainage Infrastructure:** Including underground pipes, culverts, table drains, and drainage pits.

**Roadside Areas:** Management of roadside vegetation and conservation zones is addressed separately in the Roadside Conservation Management Plan.

**Bridge Structures:** Substructure and superstructure components of bridges are excluded from this Plan.

**Vehicle Crossings:** Driveway crossovers that provide access from public roads to private properties are excluded.

**Council-Owned Off-Street Car Parks:** These are managed separately and are not included within the scope of this Plan.

**Kerb and Channel:** While kerb and channel may influence road drainage and edge definition, they are not included in the maintenance and inspection obligations defined within this Plan.

## Force Majeure

Council is committed to delivering the service levels outlined in this Plan to the best of its ability. However, there may be circumstances that significantly impact Council's operations, limiting its ability to meet these commitments. Such circumstances may include, but are not limited to, natural disasters (e.g. fire, flood, or storm), prolonged labour or resource shortages, the redeployment of staff and equipment due to competing priorities, or the impacts of a pandemic or government intervention.

In such instances, where the Chief Executive Officer (CEO) has assessed the implications of the event on Council's available financial resources and broader priorities, and determines that service levels cannot be achieved, the CEO may invoke provisions under Section 83 of the Wrongs Act 1958.

In doing so, the CEO will formally notify the responsible officer of the Plan that some or all timeframes and service responses outlined in the Plan are to be suspended until circumstances allow for their resumption.

### Suspension of Service Levels Due to Exceptional Circumstances

In situations where Council is unable to meet the service levels outlined in its RMP due to exceptional circumstances (e.g., natural disasters, pandemics, resource constraints), the following actions will be undertaken:

- The event and its impact on Council's operations will be internally documented.
- Relevant stakeholders — including Council officers, contractors, and affected community members, will be informed of the disruption and expected implications.
- Inspection and response logs will be updated to reflect any changes or delays in service delivery.
- A formal record of the CEO's decision to suspend or modify service levels under Section 83 of the Wrongs Act 1958 will be documented.

Council will also communicate with the community regarding any temporary suspension or reduction in service delivery under its Plan. Public information will include:

- The rationale for prioritising specific works or services; and
- The expected duration of the suspension or reduced service levels.

This information will be made available on Council's website where the Plan is published and disseminated through other appropriate communication channels such as media releases and social media platforms.



All associated documentation, such as communication records, meeting minutes, and adjusted schedules, will be formally recorded and securely stored in accordance with Council's document management protocols.

## **Time frame for RMP Review**

Under the Local Government Act 1989, Victorian councils were required to review their Council Plan within six months of a general election or by 30 June of the following year, whichever was later. This allowed councils to reassess their strategic priorities and resource allocations in line with the objectives of the newly elected council.

With the introduction of the Local Government Act 2020, these requirements were revised. Section 90(3) of the new Act mandates that councils must complete their Council Plan review by 31 October in the year following a general election. This update provides a clearer and more streamlined timeframe, allowing councils additional time to engage with the community and develop well-informed, strategic plans following an election cycle.

The legislative change reinforces the importance of timely strategic planning while aligning with modern governance expectations and ensuring councils remain responsive to evolving community needs.

## **Public Notification of Amendments to the RMP**

When Council proposes amendments to its RMP that affect standards of construction, inspection, maintenance, or repair, it must give public notice of the proposed changes. The notice must outline the purpose of the amendment, the areas or roads affected, details of where the proposed amendment can be inspected, and provide the community with at least 28 days to make written submissions.

This notice must be published in the Victoria Government Gazette and in a local newspaper that is generally circulated within the municipality. Council may also directly notify individuals or groups likely to be affected by the proposed changes.

However, public notice is not required where:

- The Chief Executive Officer (CEO) certifies that the amendment will increase existing service standards (e.g. more frequent inspections or shorter repair response times);
- The CEO certifies that the amendment applies only to new or reclassified roads, or roads newly designated as public roads; or
- The amendment relates solely to administrative changes (e.g. a road name changes or status correction).

All amendments to the RMP will take effect once formally adopted by Council.

## Key Stakeholders

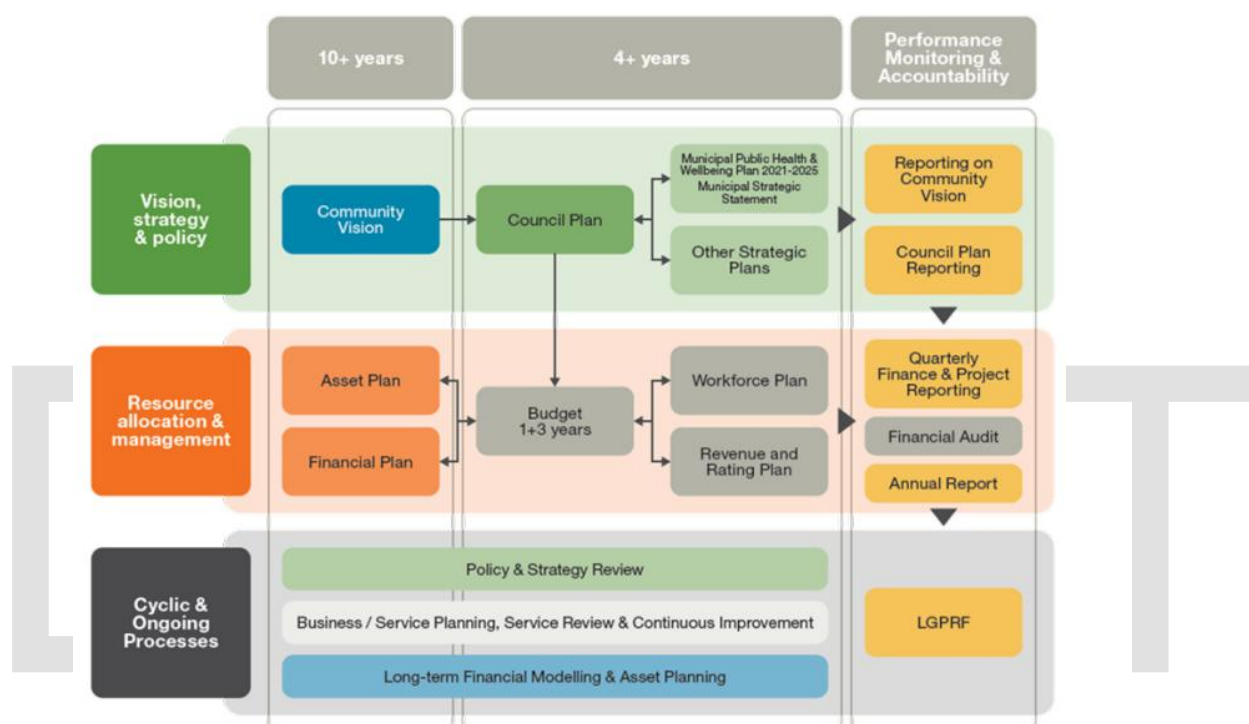
The RMP has been developed to address the needs and expectations of a broad range of stakeholders who use, manage, or are impacted by Buloke Shire Council's municipal road network. These stakeholders include:

- General Community – Residents and ratepayers who rely on the road network for daily travel, recreation, business, and access to services.
- Adjoining Property Owners and Businesses – Those directly affected by road access, maintenance, and amenity.
- Road Users – Including pedestrians, cyclists, motorists (cars, trucks, buses, motorcycles), and users of mobility aids such as wheelchairs, motorised scooters, prams, and bicycles.
- Visitors and Tourists – Temporary users who depend on safe, navigable road infrastructure.
- Emergency Services – Agencies such as Victoria Police, CFA, Ambulance Victoria, and SES that require reliable access during routine operations and emergencies.
- Defence and Military Authorities – In instances of national emergency or conflict.
- Utility Providers – Entities managing infrastructure within the road reserve, including water, sewerage, gas, electricity, and telecommunications.
- Developers – Parties involved in land development activities that influence or depend on road infrastructure.
- State and Federal Governments – As regulators and funding bodies for transport and infrastructure programs.
- Elected Representatives (Councillors) – Advocating for the interests and priorities of the local community.
- Council Officers and Contractors – Personnel responsible for planning, inspecting, maintaining, and renewing road assets.
- Special Interest Groups – Organisations or individuals advocating for transport safety, accessibility, and sustainability.
- Traffic and Transport Planners/Managers – Involved in shaping future road network use and efficiency.

By acknowledging these diverse stakeholder groups, the RMP ensures the planning and management of Buloke's road infrastructure aligns with community expectations, operational needs, and statutory obligations.

## Strategic Context

This Plan has been developed within the context of Buloke Shire Council's integrated planning and reporting framework, which provides strategic direction for meeting community needs and aspirations. The framework includes key documents such as the Long-Term Community Vision, Council Plan 2021–2025, Financial Plan, Asset Plan, and Annual Budget. These strategic documents collectively guide informed decision-making and prioritisation of resources, while supporting the development and alignment of a range of supporting strategies and operational plans.



**FIGURE 1: INTEGRATED PLANNING FRAMEWORK -BULOKE SHIRE COUNCIL**

Council has initiated the development of a robust strategic asset planning framework, guided by a policy foundation informed by economic capacity, risk mitigation, and defined service standards. A strong link has been established between asset maintenance, renewal planning, and annual budget decision-making, ensuring that investment decisions are based on an informed understanding of required resources and service outcomes.

Expenditure on road infrastructure, both capital and maintenance are prioritised based on a range of factors including road category, traffic type and volume, current condition, rate of maintenance consumption, associated risks, and community feedback. A formal process for evaluating asset improvement requests has been developed and is being progressively implemented.

The annual works program is informed by a rolling review of the 10-year forward capital works program, with current-year projects prioritised using the same evidence-based criteria. The forward program itself is regularly reviewed by Council to ensure alignment with available funding, asset condition trends, and evolving community needs.

## **Transport Asset Management Implementation Plan (TAMIP)**

The Council's Transport Asset Management Implementation Plan (TAMIP) is a key strategic document that outlines the guidelines and priorities for maintaining, renewing, and upgrading the road network. It incorporates several recommendations from the 2022 RMP Review, which was undertaken by Council in consultation with the Buloke community.

## **Asset Management Policy**

Buloke Shire Council's Asset Management Policy outlines the Council's commitment to the responsible stewardship of community assets to ensure the sustainable delivery of services across the Shire. The Policy sets out guiding principles for the planning, maintenance, renewal, and disposal of assets in alignment with Buloke's strategic objectives. It provides a clear foundation for informed decision-making and establishes a framework to support effective asset management practices that balance service performance, financial sustainability, and risk mitigation.

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## Asset Management Strategy

Buloke Shire Council's Asset Management Strategy provides a structured and coordinated approach to managing the Shire's assets in order to meet the current and future needs of the community. It translates the principles of the Asset Management Policy into clear objectives and actionable strategies. The Strategy focuses on optimising asset performance, ensuring long-term sustainability, and aligning asset management practices with Council's broader strategic priorities. It acts as a roadmap for maintaining, renewing, and improving infrastructure to support the delivery of cost-effective, reliable, and community-focused services.

## 10 Year Asset Plan

Buloke Shire Council's 10-Year Asset Plan provides a clear and forward-looking roadmap for the sustainable management of community assets over the coming decade. It outlines long-term strategies for the maintenance, renewal, and improvement of assets to ensure they continue to support service delivery and respond to the evolving needs of the Buloke community. The Plan is aligned with Council's strategic objectives, with a strong focus on financial sustainability, risk management, and optimising service levels. By forecasting future asset requirements and associated costs, the 10-Year Asset Plan enables informed decision-making and reinforces Council's commitment to responsible, transparent, and proactive asset stewardship.

## Transport and Drainage Asset Management Plan

Buloke Shire Council's Transport and Drainage Asset Management Plan (AMP) is a critical document guiding the efficient and sustainable management of Council's transport and drainage infrastructure. It plays a central role within Council's broader Asset Management Framework, ensuring strategic alignment across planning, service delivery, and investment decisions.

The Plan outlines a long-term strategy for the maintenance, renewal, and enhancement of the road and drainage network, ensuring these assets continue to support service delivery and meet the needs of the Buloke community. It provides clear direction on the level of investment required over the short, medium, and long term to maintain existing service levels while managing risks and optimising asset performance.

The Plan is reviewed every three years to ensure it remains relevant and effective, offering confidence to Councillors, ratepayers, and other stakeholders that infrastructure is being responsibly managed. It is directly linked to Council's Financial Plan, Annual Budget, and other key strategies to ensure a consistent and integrated approach to infrastructure planning and delivery.

A detailed road and drainage asset summary, including the established road hierarchy, enables evidence-based prioritisation of works based on usage, condition, risk exposure, and community expectations. The annual works program is informed by regular reviews of the 10-Year Capital Works Program, ensuring the best use of available resources in alignment with Council's strategic objectives. In essence, the Transport and Drainage AMP serves as both a strategic and operational roadmap, supporting Buloke Shire Council's commitment to long-term, sustainable asset stewardship.

# Obligations, Rights, and Responsibilities

## Obligations of Road Users

While Council holds responsibilities for the maintenance of public roads under the Road Management Act, road users also have a duty to exercise care when using the road network. Section 17A of the Road Safety Act 1986 (as amended) outlines the obligations of road users to act safely and responsibly.

### Drivers

A person driving a motor vehicle on a highway must ensure safe driving by considering all relevant factors, including but not limited to:

- Physical characteristics of the road: Such as curves, gradients, and road surface conditions.
- Prevailing weather conditions: Like rain, fog, or high winds that might impact visibility or traction.
- Level of visibility: Including factors such as time of day, lighting, or obstructions.
- Condition of the motor vehicle: Ensuring the vehicle is roadworthy, including brakes, tires, and lights.
- Prevailing traffic conditions: Such as congestion, presence of pedestrians, or other vehicles.
- Relevant road laws and advisory signs: Compliance with speed limits, traffic signals, and warning signs.
- Physical and mental condition of the driver: Ensuring the driver is alert, not fatigued, impaired, or under the influence of substances.

These considerations are critical for ensuring the safety of all road users and maintaining the functionality of the road network.

### Other Road Users

Road users who are not driving a motor vehicle must also use highways safely, considering all relevant factors. They must respect the rights of other road users and the community by taking reasonable care to avoid actions that may:

- Endanger safety and welfare: Preventing harm to themselves and others on the road.
- Damage road infrastructure: Ensuring their actions do not compromise the condition of roads, signs, or other structures.
- Harm the environment: Avoiding activities that could negatively impact the natural or built environment within the road reserve.

These obligations are essential to maintaining a safe, functional, and sustainable road network for all users.

## Utility Infrastructure and Service Providers

Within the Buloke Shire Council road network, a range of utility and service providers (including water, gas, electricity, telecommunications, and sewerage authorities) operate infrastructure within the road reserve. These providers, defined as "utilities" under the Road Management Act 2004, play a vital role in delivering essential services to the community.

To ensure safe, efficient and coordinated use of the road reserve, Buloke Shire Council works collaboratively with these providers in accordance with the Act and relevant Codes of Practice.

Utility Responsibilities Include:

- Providing notification to Council before undertaking works within the road reserve, except in emergency situations.
- Restoring the road or road-related infrastructure to Council's satisfaction following the completion of works.
- Complying with relevant standards and practices, including traffic management, reinstatement quality, and environmental considerations.

Council's Role Includes:

- Coordinating works to minimise disruption to the public and protect the long-term integrity of the road network.
- Monitoring utility works and seeking remediation where works are non-compliant or the road has not been satisfactorily reinstated.
- Ensuring timely communication with utility providers to facilitate safe and efficient service delivery while maintaining community access and amenity.

Buloke Shire Council recognises the importance of utility infrastructure in supporting community wellbeing and economic activity and is committed to working with service providers to manage the shared road reserve effectively.

## Demarcation and Transfer of Responsibility Between Road Authorities

Under the Road Management Act 2004, clear mechanisms are established for resolving boundary and responsibility issues between road authorities. These provisions are particularly relevant for Buloke Shire Council where roads intersect or adjoin assets managed by other authorities such as the Department of Transport and Planning (VicRoads), neighbouring councils, or public authorities.

### Demarcation Agreements

Road authorities may enter into a formal agreement (called a Demarcation Agreement) to clearly define which authority is responsible for which part of a road or road-related infrastructure.

These agreements:

- Can apply to any function under the Act (e.g. maintenance, inspection, or capital renewal).
- must be documented in the Register of Public Roads.
- Remain in force until superseded or revoked.



## Boundary Roads of Buloke Shire Council

Buloke Shire Council shares responsibility for boundary roads with several neighbouring councils. These include Gannawarra Shire Council, Swan Hill Rural City Council, Northern Grampians Shire Council, Yarriambiack Shire Council, and Mildura Rural City Council. Road management responsibilities along these boundaries are subject to agreement between the respective councils to ensure clarity in inspection, maintenance, and response activities.

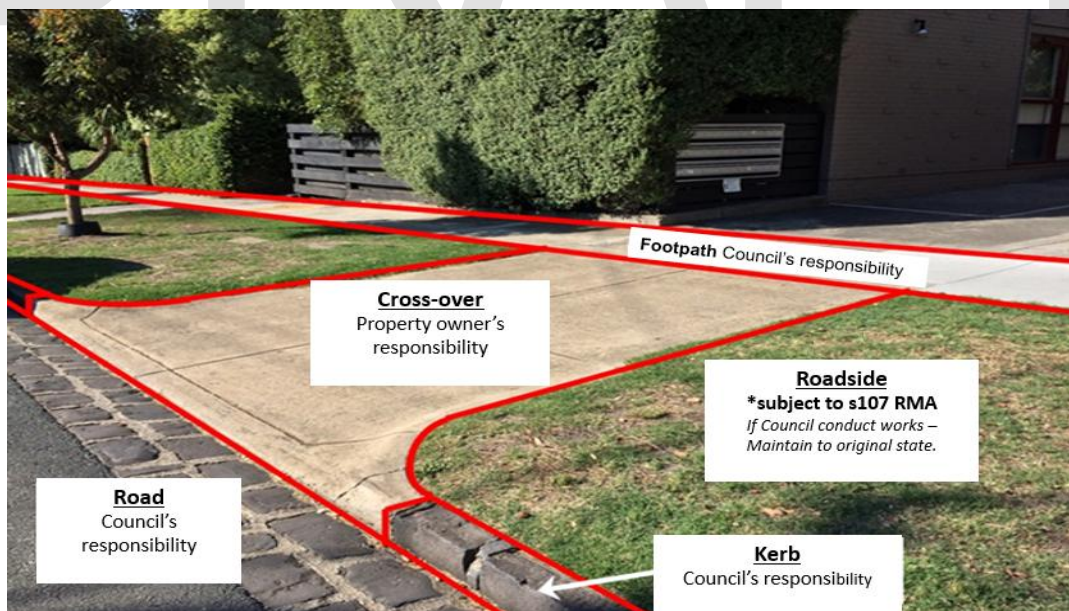
## Current Agreements

Buloke Shire Council has previously undertaken work to establish road boundary agreements with adjoining councils. Formal agreements are in place with Swan Hill Rural City Council and Mildura Rural City Council, while draft agreements exist with Gannawarra Shire Council and Northern Grampians Shire Council. Although a formal agreement with Yarriambiack Shire Council could not be located at the time of this update, the Yarriambiack Shire Council Road Register identifies the roads for which Buloke Shire Council is responsible.

An updated and consolidated register of all boundary road agreements is currently being compiled by the Council.

## Access to Private Property

The vehicle crossing (including Cross-over), located between the carriageway and the property boundary, must be maintained by the adjoining property owner. However, Council is responsible for the portion of the driveway where the constructed pathway is reasonably required by the public in accordance with the following diagrams.



**FIGURE 2: RESPONSIBILITIES- ACCESS TO PRIVATE PROPERTY (DRIVEWAY)**

\*S.107 Liability of road authority

*A road authority does not have a statutory duty or a common law duty to perform road management functions in respect of a public highway which is not a public road or to maintain, inspect or repair the roadside of any public highway (whether or not a public road).*





**FIGURE 3: RESPONSIBILITIES- ACCESS TO PRIVATE PROPERTY (CULVERT CROSSING)**

## Hazards Created by Infrastructure Owned by Other Parties

Where Council becomes aware of a hazard created by the defective condition of assets/ infrastructure owned by another party, Council may at its absolute discretion:

- If located within assets / infrastructure for which Council is responsible (e.g. footpaths, road surfaces, etc.), or otherwise presents an immediate and significant risk to members of the public, undertake temporary measures to reduce the risk to members of the public until such time as the respective owner can implement permanent repairs (subject also to Council's available resources),
- Report in writing (e.g. email or letter) the presence of the hazard to the responsible party and request that repairs be implemented within a reasonable timeframe.
- Where repairs are not completed by the responsible party within the respective timeframe, Council may complete necessary repairs and invoice the responsible party for the costs.

However, where another party has a duty in relation to the asset / infrastructure, and Council has a discretionary power to take remedial action in relation to that matter, only that other party with the duty is liable in a subsequent proceeding, in accordance with s.104 of the Road Management Act 2004.

## Assets Covered by the RMP

This RMP applies to assets located within the road reserves of roads listed in Council's Register of Public Roads, as required under Section 19 of the Road Management Act 2004. The plan outlines the inspection, maintenance, and repair standards for these assets to ensure safe and efficient use by the community.

The assets covered include road pavements, road shoulders, footpaths, shared paths, signage, drainage infrastructure, and other road-related infrastructure for which Council has accepted responsibility. Only roads identified as "public roads" in the Register are subject to the service levels and responsibilities described in this RMP.

## Register of Public Roads

Under Section 19 of the Road Management Act 2004 (RMA), all responsible road authorities are required to maintain a Register of Public Roads. Buloke Shire Council meets this requirement by maintaining a current and accessible register that clearly defines roads for which it is responsible.

### Access and Inspection

- The Register of Public Roads is maintained and updated regularly.
- It is available for public inspection at Council's Customer Service Centres with 24 hours' prior notice.
- A digital version is also accessible via Council's website under the Public Road Register section.

### Definition of Public Roads

- Public roads include freeways, arterial roads, and all other roads that are reasonably required for general public use, as defined in Section 17 of the RMA.
- Council assesses whether a road meets the public use criteria using its adopted Public Road Procedure, which is also publicly available on the Council's website.

### Requests for Inclusion

- Requests to add roads to the Register or for Council to assume maintenance responsibility are assessed through the Public Road Procedure.
- Each request is evaluated based on suitability, demonstrated public use, and overall need.

### Content of the Register

- Each road included in the Register is recorded with the following details:
- Road Name
- Location and Segment Information
- Road Register Classification

Additionally, roads are categorised according to a functional hierarchy, which informs Council’s operational, inspection, and maintenance practices.

**Limitations under the RMA**

- Section 40(2) of the RMA clarifies that road authorities are not obliged to upgrade roads or maintain them to a higher standard than their existing condition at the time they were included in the register.

This framework ensures transparency in road ownership and management, supports consistent maintenance practices, and provides the public with clarity regarding Council’s responsibilities.

**Road and Footpath Classification**

A functional classification system has been developed for both roadways and footpaths to support appropriate management, engineering standards, and planning practices based on the role each asset plays within the network.

This function-based approach ensures that resources are used efficiently by prioritising investment in higher-use or higher-importance roads and footpaths, where the need and benefit are greatest.

The following guiding principles have informed the development of the classification system:

- The system is aligned with the Austroads National Functional Road Classification framework.
- Classifications are determined based on function, not physical attributes.
- Key factors considered include traffic volumes, vehicle types, existing road structure, adjacent land use, and future demand.

Characteristics such as road width or whether the surface is sealed are not primary criteria for classification.

Road Classification	
Link Road	<p>A Link Road primarily provides the means for collecting and distributing traffic from local areas to the wider Arterial Road Network.</p> <p>It provides connectivity to significant town and rural industries including farm produce, quarry, and tourist activities.</p> <p>Link Roads cater generally for higher traffic volumes (&gt;150 Average Daily Traffic (ADT)), heavy vehicles and higher travel speeds.</p>

Collector Road	<p>A Collector Road primarily provides a feeder service to Link Roads. It provides access to local properties in both rural and urban areas, and access to moderate local rural industries, including farm produce, quarry, and tourist activities.</p> <p>Collector Roads generally cater for moderate traffic volumes (50-100 ADT) and medium travel speeds.</p>
Access Road	<p>An Access Road primarily provides all-weather direct access to occupied residential properties and industries in urban and rural areas.</p> <p>It provides access to limited local rural industries, including some farm produce, quarry, and tourist activities.</p> <p>Access Roads cater generally for lower traffic volumes (20-100 ADT) and low travel speeds.</p>
Minor Road	<p>A Minor Road primarily provides dry-weather access to underdeveloped properties in rural areas.</p> <p>It is not required to provide daily access to residences and may be used for paddock access and fire access.</p> <p>Minor Roads cater for low speeds and low traffic volumes (&lt;10 ADT).</p>

**TABLE 1: ROAD CLASSIFICATION**

Footpath Classification	
Primary Access Route	<p>A Primary Access Route provides services to areas with expected high volumes of pedestrian traffic and is generally confined to commercial areas.</p>
Secondary Access Route	<p>A Secondary Access Route provides services to areas with moderate expected volumes of pedestrian traffic and is predominantly confined to residential areas.</p>
Tertiary Access Route	<p>A Tertiary Access Route provides services with low volumes of pedestrian traffic and is predominantly confined to areas where the population density is low, and foot traffic is relatively low. These Routes provide connectivity to secondary footpaths and occasionally to primary footpaths.</p>

**TABLE 2: FOOTPATH CLASSIFICATION**

## Road and Footpath Network – Asset Quantities

The following tables provide a summary of the total lengths of roads and footpaths within Buloke Shire Council's road network. These lengths are grouped according to the adopted road and footpath classification systems. This information supports planning, maintenance, and renewal activities by aligning asset quantities with functional priorities across the network.

Road Classification	Length (km)
Link Road	212.07
Collector Road	311.59
Access Road	1199.86
Minor Road	3594.49

**TABLE 3: LENGTH OF ROADS BY CLASSIFICATION**

Footpath Classification	Length (km)
Primary Access Route	12.2
Secondary Access Route	46.4
Tertiary Access Route	0.3

**TABLE 4: LENGTH OF FOOTPATHS BY CLASSIFICATION**

## Levels of Service

### Inspection Frequency

Council undertakes regular inspections of all roads under its responsibility to identify safety hazards and defects that exceed established maintenance standards.

The inspection program is informed by the road hierarchy and classification system, ensuring that higher-priority roads are inspected more frequently and resources are used efficiently. The table below outlines the inspection frequencies based on the classification of roads and footpaths.

Inspection Type	Inspection Frequency by Road and Footpath Classification				
	Footpaths (All)	Link Road	Collector Road	Access Road	Minor Road
Day Time	Annually	Twice per year	Twice per year	Annually	No periodic inspections – by necessity or request only
Night	No night inspections	Annually	Annually	Only by request	No periodic inspections – by necessity or request only

**TABLE 5: INSPECTION FREQUENCIES – ROADS AND FOOTPATHS**

### Monitoring System and Response

In addition to defects identified through routine inspections, Council also records issues reported via its Customer Service Request System. These may come from members of the public, road users, or other external sources.

When a defect is identified—either through routine monitoring or customer notification—it is logged electronically. Each entry captures the nature and location of the defect, the responsible officer, and the required response. Bridge structures are inspected annually using the VicRoads Level 1 Bridge Inspection form to ensure consistency and compliance.

All reported or observed defects are assessed and responded to in accordance with Council’s hazard response procedures, as outlined in “Intervention Levels and Hazard Response Times”, which details response times based on road classification.

Where practicable, Council will rectify identified hazards within the nominated response time. If immediate rectification is not possible due to the nature of the repair, resource availability, or workload, appropriate warnings will be put in place and maintained until the issue is resolved.

Examples of temporary hazard warnings may include:

- Installation of warning signs
- Traffic control measures
- Diversions around the site
- Temporary speed limits
- Lane closures
- Load restrictions
- Full road closures
- Any other reasonable action to manage public safety

Minor roads are inspected on an as-needed basis, and repair works on these roads will be scheduled when resources become available.

## Intervention Levels and Hazard Response Times

The following tables outline the intervention levels and corresponding response times for defects and hazards identified within the road network. These standards have been developed in accordance with the principles of the Road Management Act 2004 (Victoria) and reflect Council's commitment to providing a safe and accessible road network.

Intervention levels define the threshold at which maintenance action is triggered, while response times represent the maximum period allowed to address the identified issue following inspection or notification. These service levels are based on the function, classification, and usage of each asset type, and have been developed considering available resources, risk management principles, and community expectations.

### Obstructions and Substances in Traffic Lane

Description of Hazard and Intervention level	Obstructions and Substances in Traffic Lane			
	Link Road	Collector Road	Access Road	Minor Road
Materials fallen from vehicles, dead animals, wet clay and other slippery substances, hazardous materials, accumulation of dirt or granular materials on the traffic lane of sealed roads	3 days	1 week	1 week	Not generally maintained – recognition of defects and hazards to be in accordance with instruction from Manager Works
Ponding of water >300mm deep, fallen trees, oil spills, stray livestock	3 days	1 week	1 week	As above

**TABLE 6: HAZARD RESPONSE TIME – OBSTRUCTIONS AND SUBSTANCES IN TRAFFIC LANE**

## Pavement Structure

Description of Hazard and Intervention level	Pavement Structure			
	Link Road	Collector Road	Access Road	Minor Road
Damage affecting structural performance	24 hours	24 hours	1 week	Not generally maintained – recognition of defects and hazards to be in accordance with instruction from Manager Works

**TABLE 7: HAZARD RESPONSE TIME – PAVEMENT STRUCTURE**

## Surface Defects

Description of Hazard and Intervention level	Surface Defects			
	Link Road	Collector Road	Access Road	Minor Road
Potholes in traffic lane of a sealed pavement >300mm in diameter and >100mm deep or in the traffic lane of an unsealed pavement >500mm in diameter and >150mm deep	2 months	2 months	3 months	Not generally maintained – recognition of defects and hazards to be in accordance with instruction from Manager Works
Deformations >100mm under a 3m straight edge	2 months	2 months	3 months	As above
Edge drops onto unsealed shoulder >100mm	3 months	3 months	3 months	As above

**TABLE 8: HAZARD RESPONSE TIME – SURFACE DEFECTS**



## Drainage

Description of Hazard and Intervention level	Drainage			
	Link Road	Collector Road	Access Road	Minor Road
Damaged or missing drainage pit lids, surrounds, grates in pedestrian areas or traffic lanes	1 month	2 months	3 months	Not generally maintained – recognition of defects and hazards to be in accordance with instruction from Manager Works

**TABLE 9: HAZARD RESPONSE TIME – DRAINAGE**

## Signs, Guideposts, and Linemarking

Description of Hazard and Intervention level	Signs, Guideposts, and Linemarking			
	Link Road	Collector Road	Access Road	Minor Road
Safety signs missing, illegible or damaged making them substantially ineffective	2 months	2 months	3 months	Not generally maintained – recognition of defects and hazards to be in accordance with instruction from Manager Works
Guideposts missing or damaged at critical locations making them substantially ineffective	6 months	6 months	12 months	As above
Pavement markings missing, illegible or confusing at a critical location	3 months	3 months	3 months	As above

**TABLE 10: HAZARD RESPONSE TIME – SIGNS, GUIDEPOSTS, AND LINEMARKING**

## Roadside Vegetation – Trees, Shrubs and Grassed Areas

Description of Hazard and Intervention level	Roadside Vegetation – Trees, Shrubs and Grassed Areas			
	Link Road	Collector Road	Access Road	Minor Road
Tree limbs or trees which have been classified as in danger of falling and causing a danger to the public	3 days	3 days	1 week	Not generally maintained – recognition of defects and hazards to be in accordance with instruction from Manager Works
Trees, shrubs, or grasses which have grown to restrict design sight distance to intersections or restrict viewing of safety signs	2 months	2 months	3 months	As above
Vegetation intruding within an envelope over roadways from the back of shoulder and/or kerb and a minimum of 5m height clearance over pavement and the trafficable portion of the shoulders	6 months	6 months	12 months	As above

**TABLE 11: HAZARD RESPONSE TIME – ROADSIDE VEGETATION**

## Footpaths and Pathways

Description of Hazard and Intervention level	Footpaths and Pathways		
	Primary Access Route	Secondary Access Route	Tertiary Access Route
Defective pedestrian areas with a step >25mm	6 months	12 months	12 months
Vegetation which presents a physical hazard to the public over pedestrian/bicycle paths, intruding into a clearance envelope between the edges of path and a minimum of 2.5m height clearance over path	6 months	12 months	12 months

**TABLE 12: HAZARD RESPONSE TIME – FOOTPATHS**

## Appendix A – Amendments to RMP

The following amendments have been made to the RMP as part of this revision.

Section in Previous RMP	Description of the Amendment	Section in Current RMP
Structure of the RMP (Table of Contents)	The structure of the Road Management Plan (RMP) has been revised to improve readability and logical flow, making it easier for readers to navigate and understand the content. The revised format ensures that key information, responsibilities, and processes are presented clearly and effectively.	See new Table of Contents
Not Applicable	A brief overview of the Road Management Act 2004 was added to provide context and clarify the legislative framework underpinning the Road Management Plan.	Chapter - Introduction
Roads for Which this Plan Applies	A new section outlining the Scope of the Road Management Plan was added. The attribute list from the previous RMP was removed and replaced with a clear list of assets covered by the Plan.	Chapter - Introduction
Not Applicable	A new subsection titled 'Exclusions from the RMP' was added to clearly identify assets and responsibilities that fall outside the scope of the Plan.	Chapter - Introduction
Not Applicable	A new subsection titled 'Suspension of Service Levels Due to Exceptional Circumstances' was added to outline the process and conditions under which service levels may be suspended in accordance with force majeure provisions.	Chapter - Introduction
Not Applicable	A new subsection titled 'Timeframe for RMP Review' was added to clearly outline the statutory timeframes and requirements for reviewing the Road Management Plan.	Chapter - Introduction
Not Applicable	A new subsection titled 'Public Notification of Amendments to the Road Management Plan' was added to describe the process Council follows to notify the public of proposed changes to the Plan.	Chapter - Introduction

Not Applicable	A new Chapter 2: Strategic Context has been developed to establish a clear line of sight between the Road Management Plan and the Council's broader strategic framework. This chapter demonstrates how the RMP aligns with the Council Plan and key Asset Management (AM) documents, highlighting how specific actions within the RMP contribute to achieving overarching Council objectives. It also incorporates reference to the Asset Management Policy and Strategy, reinforcing their role in guiding asset management principles, setting objectives, and promoting consistency across Council operations. This alignment ensures the RMP supports both operational requirements and strategic goals.	Chapter - Strategic Context
Obligations of Road Users	The chapter was expanded to clearly identify all key stakeholders along with their respective obligations and responsibilities. To better reflect its content, the chapter was renamed 'Obligations, Rights, and Responsibilities'.	Chapter - Obligations, Rights, and Responsibilities
Access to Private Property - Culvert Crossing	A new diagram has been added to visually clarify Council's responsibilities in providing access to rural properties with piped driveway crossovers. The diagram illustrates the extent and boundaries of Council's involvement in maintaining rural road access, an essential aspect of property connectivity, emergency services access, and local transport. It serves as a clear reference point for stakeholders to understand the scope and limitations of Council's maintenance obligations.	Chapter - Obligations, Rights, and Responsibilities
Not Applicable	A new chapter titled 'Assets Covered by the RMP' was added to clarify that the Road Management Plan applies only to roads and footpaths listed in Council's Register of Public Roads. This chapter clearly defines the scope of assets subject to the inspection, maintenance, and management standards outlined in the RMP.	Chapter - Assets Covered by this RMP
Crossovers and Drive Classification	This section was deleted as it was deemed not applicable to the current scope and intent of the Road Management Plan.	Not Applicable
Road Drainage Classification	This section was deleted as it was deemed not applicable to the current scope and intent of the Road Management Plan.	Not Applicable
Roadside Trees Classification	This section was deleted as it was deemed not applicable to the current scope and intent of the Road Management Plan.	Not Applicable
School Bus Routes and Stops	This section was deleted as it was deemed not applicable to the current scope and intent of the Road Management Plan.	Not Applicable

Road Classification	The statement 'Upgrading of a Minor Road to an Access Road at the request of a landowner requires Council approval. Any works must be undertaken to...' was deleted, as it was incomplete and not applicable.	Chapter - Assets Covered by this RMP, Table 1
Footpath Classification	The following statement was deleted from the Primary Access Route definition: 'The Council may, as grants or funding become available, replace or build new footpaths. Requests from a resident or landowner for a new or additional footpath require Council approval. Any works must be undertaken to the Council's specification and shall be at the cost of the landowner unless otherwise agreed.' The deletion was made to ensure the definition remains focused and consistent with the intent of route classification, rather than footpath funding policy.	Chapter - Assets Covered by this RMP, Table 2
Footpath Classification	The following statement was deleted from the Secondary Access Route definition: 'The Council may, as grants or funding become available, replace or build new footpaths. Requests from a resident or landowner for a new or additional footpath require Council approval. Any works must be undertaken to the Council's specification and shall be at the cost of the landowner unless otherwise agreed.' This removal was made to keep the route classification definition focused on functional hierarchy, avoiding overlap with footpath funding or approval processes.	Chapter - Assets Covered by this RMP, Table 2
Footpath Classification	The following statement was deleted from the Tertiary Access Route definition: 'The Council may, as grants or funding become available, replace or build new footpaths. Requests from a resident or landowner for a new or additional footpath require Council approval. Any works must be undertaken to the Council's specification and shall be at the cost of the landowner unless otherwise agreed.' This change was made to maintain consistency across route definitions and to separate footpath funding and approval matters from the functional road hierarchy.	Chapter - Assets Covered by this RMP, Table 2
Not Applicable	Tables were added to present the quantities of assets, specifically the lengths of roads and footpaths, categorised by their respective classifications. This provides a clearer understanding of the network composition and supports planning and resource allocation.	Table 3 and Table 4
Appendix C - Description of Hazards and Hazard Response Time	The original table was separated into multiple tables based on asset type to improve clarity and readability. The heading of the subsection was updated to 'Intervention Levels and Hazard Response Times' to more accurately reflect the content presented.	Chapter - Assets Covered by this RMP

Inspection Frequency	Inspection frequencies were revised as follows: night inspections for footpaths were removed, and access roads are now inspected only upon request. These changes reflect a more targeted and resource-efficient inspection approach.	Table 5
Hazard Response Time -Obstruction and Substance in Traffic Lane	Response times for hazards such as ponding of water exceeding 300 mm depth, fallen trees, oil spills, and stray livestock were updated. For Link Roads, the response time changed from 24 hours to 3 days, and for Collector Roads, from 3 days to 1 week. These adjustments align with available resources and revised risk assessments.	Table 4
Hazard Response Time -Surface Defects	Response times for potholes in the traffic lane of sealed pavements (greater than 300 mm in diameter and 100 mm deep) or unsealed pavements (greater than 500 mm in diameter and 150 mm deep) were revised for Link Roads, from 1 month to 2 months. This change reflects an updated assessment of risk and resource prioritisation.	Table 8
Hazard Response Time -Surface Defects	The response time for deformations greater than 100 mm under a 3 m straight edge was changed from 1 month to 2 months for Link Roads. This adjustment reflects updated prioritisation based on risk and resource availability.	Table 8
Hazard Response Time -Surface Defects	Response times for edge drops onto unsealed shoulders greater than 100 mm were updated as follows: for Link Roads, the response time was changed from 1 month to 3 months; and for Collector Roads, from 2 months to 3 months. These changes were made to reflect revised risk assessments and resource considerations.	Table 8
Hazard Response Time -Roadside Vegetation	The response time for tree limbs or trees identified as posing a danger to the public was changed from 24 hours to 3 days for Link Roads. This change aligns with updated risk management practices and available response capabilities.	Table 11
Hazard Response Time -Roadside Vegetation	The response time for trees, shrubs, or grasses that obstruct design sight distances at intersections or restrict visibility of safety signs was changed from 1 month to 2 months for Link Roads. This adjustment reflects a revised assessment of risk and operational priorities.	Table 11

Hazard Response Time -Roadside Vegetation	The response time for vegetation intruding within the clearance envelope—defined as encroachment from the back of shoulder and/or kerb, and less than 5 metres in height clearance over the pavement and trafficable shoulder, was changed from 3 months to 6 months for Link Roads. This change aligns with revised vegetation management priorities and available maintenance resources.	Table 11
Hazard Response Time -Roadside Vegetation	The response time for safety signs that are missing, illegible, or damaged to the point of being substantially ineffective was changed from 1 month to 2 months for Link Roads. This update reflects revised prioritisation based on risk and available resources.	Table 10
Hazard Response Time -Roadside Vegetation	The response time for guideposts that are missing or damaged at critical locations, rendering them substantially ineffective, was changed from 3 months to 6 months for Link Roads. This revision is based on updated assessments of criticality and resource allocation.	Table 10
Hazard Response Time -Roadside Vegetation	Response times for pavement markings that are missing, illegible, or confusing at critical locations were updated as follows: for Link Roads, the response time was changed from 1 month to 3 months; and for Collector Roads, from 2 months to 3 months. These adjustments reflect revised maintenance priorities and resource availability.	Table 10
Assets Standards	This section was removed as it was deemed not applicable to the current scope and objectives of the Road Management Plan.	Not Applicable
Standards for Upgrade and Renewal of Road Assets	This section was deleted as it was determined to be outside the current scope and intent of the Road Management Plan.	Not Applicable
Maintenance Standards	This section was deleted as it was considered not applicable to the current scope and intent of the Road Management Plan.	Not Applicable
Off-Road Paths	This section was deleted and its content incorporated into the new subsection 'Exclusions from the RMP' to ensure clearer alignment with the Plan's defined scope.	Chapter - Introduction
Appendix A - Asset Management System	Deleted. This information has been incorporated into Chapter 2 – Strategic Context to improve cohesion and ensure alignment with the broader strategic framework of the Road Management Plan.	Chapter - Strategic Context
Appendix B - Standards for Upgrading and	This section was deleted as it was determined to be outside the current scope and purpose of the Road Management Plan.	Not Applicable



Renewal of Road Assets		
Appendix D - Road and Footpath Hierarchy Maps	Deleted to maintain the conciseness of the Road Management Plan. It is recommended that this information be provided as a separate document, linked alongside the RMP on the Council's website.	Not Applicable

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